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The China Mail

ESTABLISHED 1848

No. 14,654

號七月四年一十百九千一英

HONGKONG, THURSDAY, APRIL 7, 1910.

日八廿月二年二號宣

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Insurance in Force.....\$3,084,123.00
Assets.....7,114,483.08
Income for Year.....3,073,834.81
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Loberts Knox, Esq., Hongkong, Canton, District Manager.
B. W. Tapp, Esq., Macao and the District Secretary.
Alexandra Building, Hongkong.
Hongkong, November 18, 1909. 1424

LONDON FIGURES.

Huge Interests of the County Council.

The annual statistical abstract for London, the main object of which is to compare statistics over a number of years, includes, with reference to all the metropolitan boroughs and parishes, figures relating to area, population, inhabited houses, rateable value, assessable value, electors, debt, crime, traffic, etc.

With regard to births, the latest statistics in the volume refer to the year 1908, in which year the total number of births in the administrative county was 122,808. The highest figure for metropolitan borough was for Stepney, which had 10,124 births, as compared with 202 in the City of London, which was the lowest figure.

Turning to the deaths, the statistics show that the total in the administrative county in 1908 was 66,218, as compared with 69,300 in 1907 and 78,58 in 1901. Islington had the highest total in 1908, namely, 4611, and the City the lowest, namely, 346. The death-rate per 1000 of the living population was in 1908 13.8, as compared with 14.8 in 1907 and 17.1 in 1901. The highest figure in 1908 was in Bermondsey, where it was 18.6 per 1000, and the lowest was in Hampstead where it was 8.4.

Electors in the metropolitan boroughs have steadily decreased during the past few years, the numbers being (1910-7), 810,734; (1907-8), 810,528; (1908-9), 814,399; (1909-10), 791,684; but the percentage voting over four triennial periods ending 1909 has increased as follows:—(1909), 45.9; (1903), 47.3; (1906), 48.2; and (1903), 50.8.

The following figures are included in the net aggregate capital expenditures in 1909:

Asylums.....	\$2,850,066
Bridges and tunnels.....	\$9,130,350
Elementary Education.....	\$16,773,823
Higher Education.....	\$843,329
Fire Brigade.....	\$1,072,648
Main drainage.....	\$11,270,388
Streets.....	\$23,880,279
Tramways.....	\$9,483,662

And the total under this heading is no less than \$88,403,047.

The returns of London under the Motor Car Act of 1903 for the year 1909 are:—
Motor cars registered.....7,196
Motor cycles registered.....1,611
Licences to drive.....27,635
Fees received.....\$15,070

COMPARATIVE POPULATION.
London's population is perhaps the most cosmopolitan of any of the world's great cities. The birthplaces of 4,526,541 persons in London in 1909 included the following:—
London.....3,018,390
Rest of Eng. 1,202,072
Scotland.....65,936
Ireland.....60,211
Overseas States 38,899
Russia.....28,127
Poland.....15,420

As regards the housing out of infants under the Infants' Life Protection Act, 407 houses, containing 1286 infants, were under inspection; 41 infants died; there were 46 infringements of the Act; and ten persons were fined during the year.

Business Notices.

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GREAT REDUCTION IN FARES.

1st-Class Return.....\$2.00
Single.....1.00
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Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hongkong, January 1, 1909.

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The Naturalist on the River Amazon, by H. W. Bates......80
Self Help, by Smiles......80
Sins and Pleasures, by Dr. A. P. Stanley......80
Old Hundred Masterpieces of Sculpture, by G. F. Hill......900
The Churches and Modern Thought, by F. Vivian......40
Billiards in Twelve Lessons, by W. Ritchie......200
The Feathered World Year Book, 1910. Fur Poultry and Pigeon Keepers......80

Kemp's Engineer's Year Book, 1910.....\$8.00
A History of Sarawak Under the White Rajahs by S. Baring Gould and C. A. Bampfyde.....19.00
Very Far East by C. W. Lechmere Clift, illus.....3.10
Autobiography of H. M. Stanley.....17.00
The Prunus Book, by L. H. Bailey.....5.75
Orphan's A General History of Religions by S. Reinach.....7.00
The Small House for Architects and Surveyors, by A. Martin.....1.75
Manshood. Lost and Regained, by J. Nicholson......80
The Survival of Man. A Study in Unconquered Human Faculty, by Sir Oliver Lodge.....6.50
Man and the Universe, by Sir Oliver Lodge.....6.50
Infancy. National Health Manual, by R. N. Kelynaek.....1.30
Michelangelo, by G. S. Davies.....10.50
Cookery Up-to-date, by My Little.....2.25
THE ORIGIN OF TYPHOONS, by J. I. Plummer......50

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Hongkong, August 3, 1909. 977

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ITALIAN CONVENT.

THE Mother Superior requests the pleasure of the presence of all friends interested in the Institution at an entertainment by tea and present pupils to be held at the Convent, Queen Road, on TUESDAY, the 12th April, at 4.30 p.m. in celebration of the 60th anniversary of the foundation in Hongkong of the Institution of the Italian Sisters of Charity.

His Excellency Sir Frederick Legard, K.C.M.G., C.B., D.S.O., has kindly consented to preside.

ITALIAN CONVENT, Hongkong, April 6, 1910. 462

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LACE CURTAINS

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NEW CURTAIN MUSLINS

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Booking at ROBINSON'S from 10 a.m. on Tuesday, the 5th April.

Hongkong, April 1, 1910. 439

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L. GAMEAU, Proprietor. Hongkong, October 3, 1909. 1393

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OLD TOM

and

DRY GIN.

Caldbeck, Macgregor & Co. Sole Agents. Hongkong, March 31, 1910.

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HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
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HAVE JUST UNPACKED A LARGE CONSIGNMENT OF
ENGLISH BICYCLES & ACCESSORIES
OF THE BEST MAKERS.
NEW BICYCLES
FOR SALE AND HIRE.
REPAIRING ALL KINDS OF TYPEWRITERS.
Sewing Machines, Gramophones, Phonographs,
AND ALL SORTS OF Machinery.
AT THE SHORTEST NOTICE.
PRICES MODERATE.

THE EASTERN CYCLE CO.,
18, D'Agulhar Street, 3, Arsenal Street, Hongkong,
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WHITE ANTS.

AVENARIUS CARBOLINEUM

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30 YEARS' SUCCESS

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The Universal Remedy for Acidity of the
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Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
Co.

For particulars, apply to

H. OISHI,

Manager,

No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1910.

NOTICE TO MARINERS.

No. 484.

CHINA SEA.

ALTERATION IN CHARACTER OF FOG GUN

SIGNALS.

NOTICE is hereby given that from the

undermentioned date the character of

the responding fog gun signals from

lightships will be altered as described in

the following instructions to lightkeepers:

"The keeper on hearing a bell, fog horn,

steam whistle or siren, or any other sound,

during fog, or thick weather, which shall

indicate the proximity of a vessel, will

immediately fire ONE gun, and after a

space of FIVE minutes will fire TWO guns

with the station's distinguishing interval

between them; and this distinguishing

signal of two guns will be repeated every

five minutes, if the vessel's fog-signal

showing that she is under way—continues

to be heard."

The distinguishing intervals of the several

lightships and the dates from which the

change will be effected are:

From the 15th April, 1910.

Steep Island 2 Minutes

West Victoria 1 Minute

Banham Island 10 Seconds

South West Horn 30 Seconds

Gutzlaff 2 Minutes

North Saddle 30 Seconds

Shaw Island 1 Minute

North East Shanlung Feng 1 Minute

monitory (in the event of thick weather

disabled) 1 Minute

Kungtungao 2 Minutes

Howki 1 Minute

From the 1st July, 1910.

Breaker Point 1 Minute

Cape of Good Hope 10 Seconds

Lamoo 2 Minutes

Chapel Island 1 Minute

Tungtung 2 Minutes

Dick Island 10 Seconds

Ooksu 2 Minutes

Turnabout 1 Minute

Middle Dog 10 Seconds

Tung Yung 2 Minutes

It should be noted that the first signal

made by all stations will be ONE gun;

that FIVE minutes later a signal of TWO

guns will be made, the interval between

which will enable the mariner to determine

from which of the group of lightships in

his neighbourhood the signal has been

made.

The establishment of First Order Fog

Siren Stations at Steep Island and Turn-

about will be commenced during the year.

By Order of the Inspector General of

Customs.

F. FERD. TILLY,

Coast Inspector.

Imperial Maritime Customs,

Coast Inspector's Office,

Shanghai, 31st March, 1910.

459

NOTICE.

NOTICE IS HEREBY GIVEN that the

Partnership heretofore subsisting

between us the Undersigned carrying on

business as SHARE and GENERAL

BROKERS at No. 5, Queen's Road Cen-

tral, Victoria, under the style or firm of

'VERNON & SMYTH' has been dis-

solved and the interest and responsibility

of the Undersigned JOHN YARDLEY

VERNON in the said firm has

ceased as from the 31st March, 1910.

All debts due to and owing by the late

firm of 'VERNON & SMYTH' will be

received and paid respectively by the Under-

signed FRANK SMYTH who will continue to

carry on the said business under the

style or firm of 'VERNON & SMYTH.'

Dated the 1st day of April, 1910.

(Sd.) J. Y. VERNON.

(Sd.) F. SMYTH.

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RUBBER

ESTATES.

AGENTS, ACCOUNTANTS AND

VISITING MANAGERS.

Reports and Valuations undertaken by

Mr. W. DUNMAN personally.

DUNMAN & CO.

SINGAPORE.

Hongkong, February 17, 1910.

245

RIGHT HAND & LEFT HAND.

Interesting Article by Mr.
Andrew Lang.

Mr. Andrew Lang contributes an in-
teresting article entitled "Right Hand
and Left Hand" to the London Daily
Telegraph. He says—

Someone proposed lately that left-handed
batmen should be excluded from first-
class cricket. I think this wild suggestion
emanated from a celebrated golfer. The
left-handed bat wasted time, he said, by
changing perpetually, which is true, but
who would exclude left-handed hitters like
Mr. V. T. Hill and Mr. A. J. Ford? If I
have forgotten the initials, none who saw
Mr. Ford bombard the pavilion has forgot-
ten that graceful and severe player. For
some reason left-handed golfers are much
more rare than left-handed bats, and then
left-handed bats left-handed bowlers are
more common.

A Huxley Lecture on left-handed per-
formance was delivered some years ago, and
was a very interesting study of the
physiology of left-handedness. M. R. Hertz
now studies "the religious polarity" of
the topic (in *East Asiatic Philosophical De-*
cember), and though I do not quite
understand what "religious polarity"
exactly means, he is intelligible when he
explains of the "crying iniquity"
between our way of considering the two
hands. The left is "sacred hallowed."
I think that Mr. Ure, in his little dis-
cussion on Truth with Mr. Ballou, selected
"a man's own right hand" as the old-
fashioned defender of his claims to be
various. Would a left-hander use the
phrase? Probably he would, though a
quicker himself, merely in obedience to
custom. Man has been used to speak of
the natural inferiority of woman, and she
does not like it. Still, in a struggle with
fists, or even with swords, woman would
certainly have the worse of it; nor could a
woman champion beat a good man at a mile
race. She "is not built that way," she is
conspicuously and undeniably handicapped
by Nature. But the left hand is not conspi-
cuously handicapped; a good left-hander is at
least as good as a right-hander, whereas at
physical feats (it were ridiculous to speak
of the intellect), women are certainly
no match for men. Then why is the
left hand usually the worse? M. Hertz
mentions the guess that the left is inferior,
because the left hemisphere of the brain,
which works the right side of the body, is
better than the right hemisphere of the
brain. "Our bodies are right-handed, be-
cause our brains are left-handed," says
Bacon. But as M. Hertz replies, "We
know as well as you (and better) our brains
as lefters (quakers) because our hands
are righters (drifters). Mankind for
some reason has exercised the right hand
most, and exercise has in proportion strong-
thened the left side of the brain. The two
sides of the brain start equal or nearly
equal, but man has cultivated the power
of the left side of the brain by cultivating
the right side of the body.

The real question is, why has man done
that? The highest apes, it seems, crawl on
all fours, and the highest apes, it seems, crawl
on all fours, and the highest apes, it seems,
like fieldmen who can throw in equally
well with whichever hand the ball comes to.
Everyone must notice that many
children, if not all, are naturally lefters.
They put out the left hands in shaking
hands; they take the knife in the left hand,
the fork in the right; they use the spoon
in the left hand; they throw a stone with
the left hand, as all the tribe of Benjamin
throw so straight with the left hand;
and the Border clan of Kew may have
been lefters, as "Ker-hand" means
left-handed in Scots. The left-handed
child, when taught to write, often writes in
spiegel-schrift, that is, from right to left.
Whatever we may think of "automatic
writing" it is certain that with right-handed
writers, it often runs from right to left,
though, in their conscious writing, it does
the reverse. Mr. Frederic Myers had, at
one time, a theory that the unconscious
self—whatever it may be—uses, in righters,
the right hemisphere of the brain. He, by
letter, asked a total stranger, a celebrated
rapid unconscious calculator, whether he
were not ambidextrous? The calculator an-
swered that he could not guess the motive
of the question, but ambidextrous he was.

M. Hertz thinks that about two men out
of a hundred are irreclaimably lefters, a
larger proportion are as obstinately righters
but the vast majority are naturally ambid-
extrous, with a slight preference for the
right hand (and foot, of course; not many
can drop a goal equally well with either
foot). This is very curious when we con-
sider that from savagery upwards the right
hand has always been given the preference.
In the Dutch Indies the left hands of
babies are tied up to teach them to use the
right hand. Yet the left hand, naturally,
is as good as the right, say, at playing the

(Continued on Page 5.)

JUST ARRIVED.

A N exceptionally smart line in

SEMI-TRIMMED READY-TO-WEAR

HATS

IN ALL COLOURS.

From \$4.30.

M. GAINS,

18, Nathan Road, Kowloon.

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Kowloon, April 4, 1910.

444

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MANUFACTURERS of the best quality

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and Great Cloth.

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This process of procedure, recently used in the hospitals by Roentgen, Kossan, Jobber, and others, surpasses everything hitherto employed.

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It is remarkably short time, after a few days only removes all discharges, superfluous projections, and the use of which does irreparable harm by laying the foundation of stricture and other serious complications.

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...the blood, and thoroughly eliminates all poisonous matter from the body.

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For exhaustion, and those "died up" feelings resulting from dissipation, worry, overwork, excesses, &c. It possesses sustaining power in restoring strength & vigor to those suffering from nervous debility, and is of great service in hot, unhealthy climates.

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TOXAPRIN® as it appears on British Low-molecular-weight steroid affixed to every examine package.

SPORTING.
The Calendar.

Friday, April 8.
Billiards—Championship games at V.R.C.
Saturday, April 9.
Boxing—Tournament at City Hall.
Football—H.K.F.C. Dinner, Hong Kong Hotel.
Cricket—League matches.
Rugby—Jockey Club meeting, 12.30 p.m.
Bowling—Match at Kowloon Bowling Club Green.
Monday, April 11.
Billiards—Championship games at V.R.C.
Saturday, April 16.
Rugby—Gyuhkaha Club's 1st meeting.
Racquets—School Sports, heats.
Sunday, April 17.
Yachting—Royal H.K. Yacht Club Handicap and One Design Class racing, 11.30 and 11.40 a.m.; distance, 15 miles.
Monday, April 18.
Athletics—School Sports, heats.
Saturday, April 23.
Athletics—Y.R.C. Sports, Happy Valley.

League Cricket.

Kowloon v. Civil Service.
At Happy Valley, commencing at 2 p.m. on Saturday, Kowloon will meet the Civil Service team, when the following will represent the former:—J. P. Robinson, W. P. Brewer, W. Weaver, J. H. Mend, H. Spurge, Major E. R. Chitty, F. Sutton, and D. J. Mackenzie.
The following will represent the Civil Service Club:—R. O. Hutchison, captain, P. R. Adams, L. E. Brett, E. V. Dawson, E. O. Jackson, F. T. Lambie, J. McEwen, A. R. J. Barton, P. Jack, E. Irving, M. Thurlhill, R. C. W. Nicholl, Reserves: J. Mackay and A. G. Pyle.

Hongkong "A" v. R.G.A.
The following will represent Hongkong "A" against the R.G.A. in their League engagements on Saturday, at Happy Valley:—Hon. Dr. J. M. Atkinson, Dr. Aubrey, W. Hall, W. M. Knott, P. Jack, E. Irving, A. Mackenzie, H. R. Mackin, R. Terry, H. R. Wells and A. N. Ocker.

CRICKETERS CRICKET CLUB.
A cricket match will be played on Saturday, the 9th inst., between teams represented as below:—
The Champions
Dr. F. H. Kay (Capt.) L. E. Lamont (Capt.)
H. H. Taylor
F. Rapp
A. Lindberg
H. Stenlund
W. Allen
H. Malar
S. Soderam
G. Rapp
W. P. Kew
H. Renskins
H. P. Samy
M. A. Busack
Reserves: R. Bass.

Cricket.

HONGKONG v. THE GARRISON.
The following will represent Hongkong against the Garrison team in the match on Saturday, commencing at 1.30 p.m.:—R. E. O. Dini, A. A. Garton, H. O. R. Hancock, W. Manning, R. E. H. Oliver, T. E. Pearce, H. D. Sharpe, A. R. Sutherland, W. C. D. Turner, A. H. Young and A. N. Ocker.

Lawn Tennis.

HONGKONG C. C. TOURNAMENT.
Ties will continue to be played off in the above tournament, most of the competitors now drawing near to the final stage. Last evening the first of the championship singles finals was played when B. Hancock met and rather easily overcame P. H. Kilmear. Another interesting match was that between Bostick and Hoss and Harris and Wilson, the former pair creating quite a surprise by overcoming their opponents by 2 sets to love. Appended are recent results:—

CHAMPIONSHIP—Semi-Final.
H. Hancock beat P. H. Kilmear 5/2, 3/6, 6/2. Although in this match Kilmear seemed to pull himself together in the second set the other man played a patient, forceful game and by superior all round play quite won him down, winning in the end, by 3 sets to 1 and 21 games to 13.

"A" CLASS SINGLES.
Second Round.
P. H. Kilmear (own 15/1) beat R. F. C. Master (own 15/4) 6-2, 6-2.
This was a surprisingly easy victory for Kilmear, Master being quite off colour.

"A" CLASS DOUBLES.
Third Round.
R. B. Bostick and C. T. Hoss (own 15/1) beat M. R. Harris and O. Wilson (own 15/4) 6-4, 6-4.
A. A. Brown and S. E. Green (own 4/8) beat F. Maitland and H. Humphreys (own 15/2) 6-1, 6-4, 6-1.

"B" CLASS SINGLES.
Third Round.
R. H. Wainwright (own 2/6) beat R. Johnson (own 15/3) 6-2, 6-2.
E. Davidson (own 15) beat B. E. Chapman (own 3/6) 6-2, 6-0.

"C" CLASS DOUBLES.
Second Round.
W. King and W. Purcell (own 5/8) beat H. L. O. Garrett and E. F. Carter (own 15/3) 6/3, 12/10.

Third Round.
Cap. B. A. Craig and Capt. A. D. Waring (own 6/8) beat W. Waterhouse and W. Manning (own 2/6) 6/0, 6/4.

Billiards.

MELVIN v. BISHOP.
Melvin met Bishop in the Hongkong billiard tournament at the Victoria Recreation Club on Wednesday evening. Melvin maintained his lead until 280 was called when by a succession of small breaks Bishop came to within 22 of his opponent's score. (Melvin was again favoured by luck and obtained a lead of 80 and again Bishop pulled up to within 50. The game ended with the scores:—Melvin, 500; Bishop, 477. The breaks were:—Melvin, 20, 12, 15, 12, 12, 10, 23, 15, 18, 11, 10, 10, 13, 10, 24, 11, and 13; Bishop, 10, 10, 22, 11, 20, 15, 27, 21, 20 and 12.

Lambrook v. Cooper.

The second game was a very fine affair neither player showing anything like form and in consequence scoring was slow. Cooper was certainly the best and in the last 150 took full advantage of all openings, winning by 71. Scores:—Cooper, 500; Lambrook, 459. The best breaks were:—Cooper, 27, 21 and 18 (2); Lambrook, 19 (2) and 17.

Royal Artillery Regimental Sports.

The annual regimental sports in connection with the Royal Garrison Artillery took place on the ground of the U.S.R.C. Kowloon, on Wednesday afternoon. The band of the 13th Rajputa played most appropriate music during the afternoon under Bandmaster C. T. Coko and were frequently applauded by the numerous spectators. The officials were:—Committee:—Capt. D. Clapham, President, Capt. G. E. Garnett, Lieut. I. Benton, Lieut. A. W. Chapman, Sub-Committee:—R. S. Major White, Corp. Freeman, 87th Co., C. R. M. Pace, 88th Co., Corp. Hutchings, 88th Co. Judges:—Lieut. H. C. Bagnall and Lieut. F. W. Thicknesse, Starter:—Capt. G. E. Garnett.

The events resulted as follows:—
100 Yards—1, Freeman; 2, Wiltshire; 3, Golding.
200 Yards—1, Lockett; 2, Ansell and Swain, dead heat.
PUTTING THE WEIGHT—1, Salmon; 2, Cooper; 3, Wray.
RACE AND FLY—N.C.O. Race—20 yard 1, Champ; 2, Freeman; 3, Nash.
440 Yards—1, Johnson; 2, Booth; 3, Jones.
RELAY RACE, R.G.A.—Four men per team. Each man to run 1 mile. 1, 87th Co.; 2, 88th Co.

SHOWING THE CRICKET BALL—1, Desmond; 2, Jones; 3, Ryan.
100 Yards—Final. 1, Crump; 2, Wiltshire; 3, Freeman and Desmond, dead heat.
BOAT RACE—Competitors to finish with their own boats on, laced up. 1, Munsell; 2, Crump; 3, Duff.
ONE MILE—Open to Royal Navy, European Garrison, and Police. 1, Andrews; 2, Sturdy; 3, Tester. Andrews took fourth position for the greater part of the race, and only shot ahead in the last 100 yards and won by about five yards. Sturdy was going strong and in all probability would have beaten Andrews if the race had been longer, he finishing much fresher than Andrews. Time, 5 m. 2 sec. This was very good considering the high wind.

HAIR MILE—1, Lockett; 2, Swain; 3, Desmond.
STADIUMS RACE—220 yards, handicap. 1 yard start for every year of age. 1, year over 10 years' service. Two yards start for every year or part of a year over 15 years' service. 1, C.S.M. Wray; 2, Sgt. McCartney.
120 YARDS HURDLES—Final. 1, Freeman; 2, Golding; 3, Moore.
SACK RACE—1, Robinson; 2, Old; 3, Stutch.

RELAY RACE—Open to teams of 4 from any Garrison Company in the Garrison. Each man to run 1 mile. 1, No. 5 Co.; 2, No. 3 Co.; 3, No. 2 Co.
VETERANS RACE—Below the rank of Sergeant. 220 yards, 12 years' service. 1 yard start for every year or part of a year over 12 years' service. Two yards start for every year or part of a year over 18 years' service. 1, Freeman; 2, Greenwood; 3, Ventham.

CHARACTERS RACE—Cross Country. 1, Ansell; 2, Lockett; 3, Bennett.
OFFICIALS RACE—Open. 120 yards, handicap. 1 yard start for every year or part of a year over 8 years' service. Lieut. H. S. Thompson.
TWO OF WAR, R.G.A.—Final. No. 3 Co. beat No. 2 Co.
TWO OF WAR, R.G.A.—110 stone teams. Final. 88th Co. beat 87th Co.
TWO OF WAR, R.G.A.—Weights. Final. 88th Co. beat 87th Co.

CONSOLATION RACE—200 yards. Open to all unplaced competitors. R.G.A. 1, Kinsella; 2, Watts; 3, Trubshaw.
L.A. SPORTS CHALLENGE CUP. 97th Co. won the trophy with a total 150 points, secured by N. C. O.'s and men in the various regimental events. The 88th Co. was second with 83, and the 87th Co. last with 61.

Racquets.
In the single handicap of the requests tournament, the 88th Co. beat the 87th Co. 7 to 5. Lieut. Bagnall (own 7) has beaten T. G. Wain (own 7).

In the championship of the same tournament W. Waterhouse and Lieut. Bagnall have won their sets and now have to meet in the final, the winner to oppose H. Hancock for the 1910 championship.

THE WATER SUPPLY.

Level and Storage of Water in Reservoirs on the 1st April, 1910:—
CITY AND HILL DISTRICT WATER WORKS LEVEL.

1909.	1910.
1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow
1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow
1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow
1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow
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1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow
1909. 45 ft. 10 in. below overflow	1910. 45 ft. 10 in. below overflow

Consumption of water in the City and Hill District during the month of March.
1909. 1910.
Consumption 114,850,000 117,580,000 gallons
Consumption per head 100,220 100,000
per day 3,376 3,384 gallons

Intermittent supply by rider mains in Rider Main district during March 1909.
Constant supply by rider mains up till 7th March and intermittent supply to the end of the month 1910.

KOWLOON WATER WORKS LEVEL.
1909. 1910.
Elevation Gravity 71 ft. 2 in. 71 ft. 2 in.
DO. DO. DO. DO. below overflow
128,367,000 127,500,000
Consumption 128,367,000 127,500,000
Consumption per head 128,367,000 127,500,000
per day 4,141 4,113 gallons

The Government Analyst reports that the water is of excellent quality.
P. N. H. JONES,
Water Authority.

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VISIT OF AMERICAN CRUISERS.

Shortly after one o'clock to-day three American cruisers—the Charleston, the Cleveland, and the Chattanooga—steamed into harbour, having arrived from Manila, which port they left on the 4th inst. The cruisers are part of the United States Asiatic Squadron and are in command of Rear-Admiral John Hubbard, Commander-in-Chief. The Charleston, which is the flagship of the squadron, is commanded by Commander John H. Gibbons, the Cleveland by Commander Hugh Rodman and the Chattanooga by Commander John E. McDonald.

The visiting warships are to remain here until the 13th, when they will depart. Northwards, the ports to be visited in the present itinerary being: Amoy, Woung, Nanking, Kinkiang, Hankow and Chofoo. It is interesting to note that this will probably be the last time the Chattanooga will be seen in Hongkong Harbour, for it is expected that during the present cruise she will be relieved by the New Orleans and will depart for the United States shortly afterwards.

The Charleston, it will be remembered, was the cruiser on which the terrible explosion occurred some few days ago, when eight men were instantly killed. Rear-Admiral Hubbard will call on the Governor to-morrow, leaving at 10.30 a.m.

CLAIM FOR RICE.

At the Supreme Court this morning before Mr Justice Gompertz, the Luen Wo firm sued the Hung On Loong firm and An Lee Fuk to recover \$64.05 for rice sold and delivered.

Mr Johnston appeared for the plaintiff and Mr S. Dixon represented the first defendant and Mr F. X. D'Almeida a Castro defended the second defendant. Evidence was called and his Lordship gave judgment for the defendant firm with costs; defendant firm to pay plaintiff's costs of discovery and judgment for An Lee Fuk with costs.

ITEMS AT THE COURTS.

The Indian watchman who tried to arrest an armed robber at West Point, but was stabbed has succumbed to his injuries. The two robbers in custody will now probably be charged with murder.

A fine of \$25 or 14 days' imprisonment was the sentence passed at the Magistrate's court to-day on a native who brought letters into the Colony in contravention of the exclusive right of the Postmaster General. Mr E. Cornwell Lewis, Assistant Postmaster General, prosecuted.

A native was sentenced to six weeks' imprisonment and six hours' stocks for stealing 40 lbs. of rope and two drums of white lead from the Naval Yard. Two others were charged with stealing a quantity of metal from the Naval Stores at Kowloon and were remanded for the appearance of a witness.

L. S. Willis whilst off Kallet's Island yesterday gave chase to two Chinese fishing boats which he observed to be suspiciously heavily laden. On boarding them he found that each was carrying about 150 lbs. of coal. The masters were charged at the Magistrate's to-day with being in illegal possession of the fuel and fined \$5 each.

A Chinese who was until recently a schoolboy at the Diocesan School, but who has lately been employed in an office, the day before yesterday stole a pair of trousers from the school premises and followed this up with another like theft yesterday. Both these he "pinned." He was charged before Mr J. R. Wood at the Magistrate's to-day and was remanded, bail being granted in a sum of \$50.

The faultiness of the Opium Ordinance was again demonstrated at the Magistrate's to-day when a native was charged with being in possession of 18 tins of compound opium and the charge could not succeed. The same man charged with being in possession of a quantity of dried opium was, however, fined \$2.20.

Mr Rozario who keeps a printer's shop at 51, Des Voeux Road locked up his premises at 7 o'clock last night and on passing about four hours later noticed that the lock had been forced and the door tied up with a piece of string. On going inside he discovered two or three sacks of type evidently in readiness for being removed, while he also observed that two clocks and a quantity of type were missing. He gave information to the police and two detectives were accordingly posted there for the night.

About five o'clock this morning a man appeared on the scene and stepped inside the shop. On seeing the detective he ran off but was arrested at Yau-mai wharf. Brought before J. R. Wood at the Magistrate's to-day, he was remanded.

In the House of Commons, recently Mr Arbuthnot urged that steps be taken to secure that Empire grown cotton should be consumed in Lancashire. Colonel Seely replied that it would be a great mistake to earmark British-grown cotton for particular countries. The future of cotton-growing in the Empire was bright, and the prospects in West Africa, East Africa, and the West Indies were good, but he doubted if their supply would ever suffice for the needs of Lancashire.

SIMPLY IMPOSSIBLE.
JOHN D. Rockefeller would go broke if he should spend his entire income trying to prepare a better medicine than Chamberlain's Colic, Cholera and Diarrhoea Remedy. This simply impossible, and so says every one that has used it. It is sold by all chemists and druggists.

THE BRITISH ARMY.

WAR MINISTER'S PLANS FOR THE COMING YEAR.
SUCCESS OF THE TERRITORIALS.

The Army Estimates for the coming year, which were issued on March 3, show a total expenditure of £27,780,000—an increase of £335,000 on 1909-10, and practically the same as in 1908-9. The increase, says the War Minister, is due to the striking success of the efforts made by the County Associations throughout Great Britain to fill up the ranks of the Territorial units.

The cost of the Territorials for the three years of their existence is given thus: 1908-9, £2,243,384; 1909-10, £2,307,000; and 1910-11, £2,660,000. In addition to the increased estimate for the Territorials, there have been some additions to the estimates for regulars. The exhaustion of surplus stocks increases the clothing vote by £141,000 and the continued cost of pensions for officers and men accounts for an increase of £49,000. But Mr Haldane has been able to effect economies in other directions to balance these increases. He adds, too, the encouraging note that the year 1911-12 will see a diminution of charges by the extinction of the Barrack Loan Annuities of £304,000.

ARMY OF 502,074.
The total number of officers and men on the regular establishment of the army, army reserve, special reserves, and Territorial force (including the Indian establishment) is put at 502,074, of whom 742,036 are returned as effective. There is an increase of 1,000 men in the total establishment of the regular army. Half of this increase represents the strengthening of certain weak points in the field army, and half a temporary addition to cover the special needs of certain infantry regiments.

A reorganisation of cavalry in 1909 under which six cavalry depots were created, to which the 44 at-home are affiliated in pairs, will place the cavalry for the first time on the sound footing in such matters as the training of recruits, storage of reservists' kits and mobilisation arrangements generally.

ADDITIONS TO CAVALRY REGIMENTS.
The cavalry movements of last autumn, the Minister continues, show that the regiments at home, as they stand in peace, are considerably below the war establishment in fully trained men and horses. Complete arrangements exist for adding the necessary numbers on mobilisation, but in view of the heavy strain that would fall on the cavalry division at the very outset of active operations it is necessary to restrict to a minimum the numbers of recruits and fresh horses to be incorporated into the ranks on mobilisation. For this purpose an addition of 18 men and 28 horses is now made to the peace establishment of each regiment of the cavalry of the line. Further progress will also be made, he says, with the scheme successfully initiated last year by which a certain number of horses after training in the ranks of the cavalry, are boarded out with farmers. The other chief addition to regular establishments is for the purpose of improving the connection between the different portions of the army in the field, which, under modern conditions, are liable to be widely separated. The depletion in the ranks of the army due to the abnormal influx in men to the reserve is now past, and the War Minister, by my chief of staff, has been to avoid an excess on the numbers of men voted by Parliament.

MOBILISATION.
Reviewing the position upon mobilisation Mr Haldane says the additions made by the estimates complete the organisation of the field force of a cavalry division and six divisions of all arms. The Cavalry and the Howitzer and the new accoutrements now under manufacture complete its equipment. For the first time, Mr Haldane observes, I am in a position to state that the whole of the personnel required for the mobilisation of the army is available. The fully trained medical personnel required is also available, together with a large proportion of the partly-trained men. In the Army Service Corps there is still a deficiency in the personnel of one division, but it is anticipated that this will to a large extent disappear by the end of the year.

TERRITORIAL PROGRESS.
Of the progress of the Territorial force which he created Mr Haldane speaks enthusiastically. Thanks to the admirable work performed by the county associations, and to the efforts of a sound military organisation, marked improvement has been visible in numbers, in efficiency, and in cohesion, in his verdict. Out of an establishment of 11,218 officers and 301,272 non-commissioned officers and men, the Territorial force on January 1, 1910, and reached a strength of 9,701 officers and 268,038 non-commissioned officers, a number which was an increase of 65,105 of all ranks over the strength of the force on January 1, 1909. Of the 822 units of which the Territorial force is composed, all except three have now secured the strength of a minimum of 30 per cent. of establishment entitling them to official recognition. Camp was attended by 8,191 officers and 240,056 non-commissioned officers and men, and the reports of general officers indicate a general improvement in the efficiency of the force, notwithstanding the large number of recruits that attended camp.

ARMING AND EQUIPPING.
The work of arming and equipping the Territorial force has made considerable progress. The whole of the Horse and Field Artillery, with the exception of the Howitzer Brigades, has now been equipped with the converted 15-pounder gun. In the case of the Horse Artillery, this gun is about to be replaced by the Ehrhardt 15-pounder quick-firing gun, which is considerably lighter and better adapted for Horse Artillery. The rearming of the infantry with the charge-loading rifle was commenced in September, 1909, and will be completed during the coming financial year.

The important task of organising the home supply of the country to meet the needs of both Regular and Territorial forces in war has been taken in hand. The work has been entrusted to a combination of the local police authorities and the county associations. The police authorities have already furnished a complete census of the population of Great Britain and under the scheme, which Mr Haldane hopes to see adopted, the War Office will assign to each county the quotas to be provided at once on mobilisation and thereafter as drafts.

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The Wine in the Cup, by the Author of the Lily and the Devil. The Forbidden Theatre, by Keighley. Snowdon.

The Green Tiling, by Anthony Dyllington. Master John, by Shen R. Bullock. The Unaccounted Cost, by Mary Gurney. Lady Susan and Not the Cardinal, by Lucas Cleave.

The Great Gay Road, by Tom Gallon. The Day, by J. B. Harris Eustand. The Vortex, by Fred Whitaker. Thora's Conversion, by James Ellyth. The Eternal Fires, by Victoria Cross. The Matheson Money, by Florence Warden. The Sandal, by Fred. M. White.

By, by L. G. Moberly. The Lamb of Home, by Warwick Desping. White Walls, by Max Pemberton.

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31, Queen's Road Central, HONGKONG.

ATTACK ON A COPPERSMITH.
A Chinese copper-smith who recently arrived in the Colony from Macao refused to join a Copper-smith's Guild at Yau-mai, with the result that a number of the men, who tried to force him to do so. He still refused, and the outcome was that he was attacked and beaten with sticks and iron bars. So seriously was he injured that he had to be conveyed to hospital and is not expected to recover.

One of the aggressors was charged before Mr E. R. Hallifax this morning with committing grievous bodily injury and remanded for a week.

"They say in the City," remarks a London paper, that the recent boom in speculation is due to the fact that twenty millions of income-tax remain unpaid. The business man, finding himself in possession of a sum which ordinarily would be in the pocket of the Treasury, has indulged in a little fluster in rubber shares. It is to be hoped in the circumstances that the boom will last until the Budget is passed, or Mr Lloyd-George may have difficulty in chasing down those millions which have been vanishing through the channels of speculation." Router recently told us that the receipts from income-tax show a deficit of £23,805,000.

CHAMBERLAIN'S PAIN BALM A HOUSEHOLD LINIMENT.
A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the home the pains of "burns" and "scalds" may be promptly relieved, and troubles quickly healed and swellings promptly reduced. In fact, for the household use, it is such a liniment as every family should be provided with. For sale by all chemists and druggists.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE, VIA MOJI, KOBE and YOKOHAMA.

Steamer	Tons	Captain	Sailing date
AYMERIC	4363	J. Ford	7th April
BOVERIC	6339	S. Shotton	8th May
OCEANO	4657	F. W. Davies	11th June
KUMERIC	6232	J. Mathie	6th July

These steamers are specially fitted for the carriage of Asiatic Steamer Passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to
DODWELL & Co., Limited, GENERAL AGENTS.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
WITH LIBERTY TO CALL AT MALABAR COAST FOR BOSTON AND NEW YORK.
S.S. DACRE CASTLE On 12th April.
For Freight & further particulars, apply
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.
TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
Proposed Sailings from Hongkong:

Steamers from Hongkong	Date	Connecting at Calcutta with	Date
KUTSANG	6th April	UNLAZI	15th May
KUTSANG	8th April	UNLAZI	15th May
KUTSANG	10th April	UNLAZI	15th May
KUTSANG	12th April	UNLAZI	15th May
KUTSANG	14th April	UNLAZI	15th May
KUTSANG	16th April	UNLAZI	15th May
KUTSANG	18th April	UNLAZI	15th May
KUTSANG	20th April	UNLAZI	15th May
KUTSANG	22nd April	UNLAZI	15th May
KUTSANG	24th April	UNLAZI	15th May
KUTSANG	26th April	UNLAZI	15th May
KUTSANG	28th April	UNLAZI	15th May
KUTSANG	30th April	UNLAZI	15th May

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

UNDERWOOD TYPEWRITERS.
The Underwood Machine is the best in the market and has been awarded the grand prize at St. Louis Exposition. ITS WRITING IS ALWAYS IN SIGHT. It is speedy and durable. It has a UNIVERSAL KEYBOARD and it is an excellent manipulator. For further particulars and price, apply to
DODWELL & COMPANY LTD., AGENTS, HONGKONG & CHINA.

EXPANDED METAL
FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION
— AS USED IN —
NUMEROUS IMPORTANT WORKS IN GREAT BRITAIN AND AMERICA.

THE PREMIER REINFORCING MEDIUM
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.
HORNSBY-STOCKPORT
GAS ENGINES AND SUCTION GAS PLANTS.
OVER 11,000 IN DAILY USE.

COST OF RUNNING ABOUT HALF-A-CENT PER HORSE POWER PER HOUR.
HORNSBY OIL ENGINES.
Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor, together with £180 BONUS for exceeding the requirements of the conditions, by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES
made by the LIDGERWOOD MANFG. Co.
PUMPS
Various makes in stock, including TANGY & WORTHINGTON.
RICE MILLS.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leaves to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 3 days earlier)	Due PLYMOUTH (London 1 day later)
STEAMER.....	1 p.m. Sat'day	Steamer.....	Tuesday	Friday
ASSAYE.....7500	April 16	MARMOBA.....10000	May 14	May 20
DELTA.....8000	April 30	MOBEA.....11000	May 28	June 3
DELHI.....8000	May 14	MOLTAHAN.....1000	June 12	June 18
DEVANHA.....8000	May 28	CHINA.....8000	June 26	July 2
ASSAYE.....7578	June 11	FESIA.....7581	July 10	July 16
ARCADIA.....8603	June 25	MALWA.....9800	July 24	July 30
DELTA.....8053	July 9	MACEDONIA 10012	Aug. 7	Aug. 13
DELHI.....8000	July 23	MOBEA.....11000	Aug. 21	Aug. 27
ASSAYE.....7500	Aug. 6	MONGOLIA.....8000	Sept. 4	Sept. 10
DEVANHA.....8000	Aug. 20	MARMOBA.....	Sept. 18	Sept. 24
ARCADIA.....8602	Sept. 3	MOBEA.....	Oct. 1	Oct. 7

Passengers change steamers at Colombo, and those for Bombay transfer also to the Express Mail Steamer at Port-Saint.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):

1st Saloon, £21.10 Single, £108.14 Return.
2nd " £18.8 " £79.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

* NILE	8500	April	20	June	5
* BARDINIA	8500	May	4	June	20
* NOBE	8700	May	18	July	2
* PALAWAN	4700	June	1	July	16
* BORNEO	4800	June	15	July	30
* SIMLA	4800	June	21	Aug.	14
* MALTA	8084	July	13	Aug.	23
* SOMALI	8708	July	27	Sept.	11

These Steamers call also at Singapore, Penang, Colombo, and at Marcellus.

FARES TO LONDON (Including Surtax):

1st Saloon, £25.0 Single, £98.10 Return.
2nd " £23.10 " £74.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWITT,

Superintendent.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, April 9, at Noon.
RUBI	2540	A. Fraser	Manila	April 16, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, BONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	MIYAZAKI MARU, Capt. T. Murai, Tons 9000 KAWANO MARU, Capt. F. E. Cope, Tons 9000 IYO MARU, Capt. T. L. Harrison, Tons 7000	WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight.
VICTORIA, B.O. & SEAT. THE VIA SHANGHAI, MOI, KOBE, YOKO- KAH, AND YOKO- HAMA.	INABA MARU, Capt. K. Kawata, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000 KAMAKURA MARU, Capt. K. Kori, Tons 7000	TUESDAY, 26th April, at Noon. TUESDAY, 24th May, at Noon. SATURDAY, 23rd April, from KOBE.
SYDNEY AND MELBOURNE, Via MANILA, THURS- DAY ISLAND, TOWNS, VILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sakino, Tons 6500 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 15th April, at Noon. FRIDAY, 13th May, at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	HAKATA MARU, Capt. J. Driga, Tons 7000 BOMBAY MARU, Capt. T. Tanaka, Tons 6000	TUESDAY, 13th April. TUESDAY, 12th April.
SHANGHAI & KOBE.	BOMBAY MARU, Capt. T. Tanaka, Tons 6000	WEDNESDAY, 13th April.
NAGASAKI, KOBE AND MOI.	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 13th April, at Noon.
KOBE & YOKOHAMA	HIRANO MARU, Capt. H. Fraser, Tons 9000	THURSDAY, 14th April, at Noon.

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries deck passengers.

CHEAPEST STEAMSHIP RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class \$120 \$110 \$100 \$90.

2nd class \$ 80 \$ 70 \$ 60 \$ 50.

With option of Rail between calling ports in Japan.

For further information as to Freight, Passage, Sailings, &c., apply at the Com-
pany's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

Shipping

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK

VIA

MANILA, NAGASAKI, KOBE,

YOKOHAMA

FOR

SEATTLE.

SAILS FROM HONGKONG ON TUESDAY, MAY 3RD, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

Lines for all points in the United States and Canada; also with Atlantic Steamship

Lines for all points in Great Britain and on the Continent. Direct connection at Hong-

kong for Manila, San Francisco, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all

outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,

etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable

with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISEI,

Agents.

Hongkong, March 17, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS ARRANGED TO ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS

OF 1910.

Head Office for the Far East:

16, DES VUEX ROAD,

HONGKONG.

Head Office for Japan:

14, WATER STREET,

YOKOHAMA.

Hongkong, April 4, 1908.

CANADIAN PACIFIC

RAILWAY CO.

FOR VANCOUVER.

THE Steamship

AYMERIC,

From Hongkong, on

THURSDAY, 7th April, for

VANCOUVER Direct.

To be followed by

SUVERIC, 5th May.

COEANO, 11th June.

KUMERIC, 5th July.

AYMERIC, 25th July.

Bills of Lading issued to Victoria, Van-

couver and Overland Points in Canada,

the United States and to the West Indies.

For further information regarding rates

of freight, etc., apply to

CANADIAN PACIFIC

RAILWAY CO.,

HONGKONG.

Hongkong, March 29, 1910.

FOR WLAIWOSTOK.

THE Steamship

TUNGUS,

Captain HALVBERG, will be despatched

for the above port on FRIDAY, the 8th

April, 1910, at 4 p.m.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,

HONGKONG OFFICE.

Hongkong, April 4, 1910.

JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO.

(Taking through Cargo to Los Angeles).

THE Steamship

STRATHSPEY,

will be despatched for the above Port on

or about the FRIDAY, 8th April, 1910.

For Freight and Further Particulars,

apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, April 2, 1910.

'SHIRE' LINE OF STEAMERS,

LIMITED.

FOR LONDON, ROTTERDAM AND

ANTWERP.

THE Steamship

GLAMORGANSHIRE,

Captain H. O. BOAZ, will be despatched

as above on or about 21st April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, March 2, 1910.

THE AMERICAN AND ORIENTAL

LINE.

FOR NEW YORK

(With Liberty to Call at the Malabar

Coast).

THE Steamship

INVERIC,

will be despatched for the above Port on

TUESDAY, the 18th April, 1910.

For Freight, apply to

ARNOLD, KARBURG & CO.,

Agents.

Hongkong, March 14, 1910.

Notices to Consignees

'SHIRE' LINE OF STEAMERS,

LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANIWERP, MID-

DIE-BORO, LONDON, COLOMBO,

AND STRAITS.

THE Co.'s Steamship Monmouthshire

having arrived from the above ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and placed

at their risk in the Hongkong & Kowloon

Wharf and Godown Co.'s hazardous and/or

extra hazardous Godowns at Kowloon,

where each consignment will be stored

cut mark by mark, and delivery can be

obtained as soon as the Goods are

landed.

Goods not cleared by the 1st inst.

at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

All damaged packages must be left in the

Godown, where they will be examined at

10-30 a.m. on the 8th inst.

No claims will be admitted after goods

have left the godown, nor will they be

recognized if presented after 10 days of

vessel's arrival here.

This vessel brings on 200 bales Wood

pulp & 'Theodore' from Pondichry.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, April 2, 1910.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENALDER.

FROM LEITH, MIDDLESBRO',

LONDON & STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being

landed at their risk into the hazardous

and extra hazardous Godowns of the

Hongkong & Kowloon Wharf and

Godown Co., Limited, where and/or

from the wharves delivery may be obtained.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the 9th

inst. will be subject to rent.

All claims against the steamer must be

presented to the Underwriter on or before

the 18th April, or they will not be re-

cognized.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 9th inst., at

11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, April 2, 1910.

FROM NEW YORK.

THE M.A.L. Steamship

ARAGONIA,

Captain MEYER, having arrived, Con-

signees of Cargo are hereby informed

that their goods are being landed and placed

at their risk in the hazardous and/or extra

hazardous Godowns of the Hongkong &

Kowloon Wharf & Godown Company, Limited,

where and/or from the wharves delivery may be obtained.

Bills of Lading will be countersigned by

the Underwriter.

Optional Cargo will be forwarded unless

notice to the contrary be given before

10 a.m.

All claims must be presented within ten

days of the steamer's arrival here, after

which date they cannot be recognized.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the 11th

inst. will be subject to rent.

All broken, chafed and damaged Goods

must be left in the Godowns where they

will be examined on the 11th inst., at

3 p.m.

No Fire Insurance will be effected by us

in any case whatever.

HAMBURG-AMERICA LINE,

HONGKONG OFFICE.

Hongkong, April 5, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD,

BREMER.



Delicately
Flavored

Turkish
Cigarettes

Box of 100.....\$3.00 Box of 50.....\$1.50
Sole Agents,
KRUSE & Co.

WEATHER REPORT.
The following notice is issued from the Hongkong Observatory:—
On the 7th at 12.05 p.m. The barometer has risen moderately to Japan, and fallen over China, particularly in the North. A depression appears to be developing over the Yangtze valley.
The high pressure area has moved Eastwards and has now over the Sea of Japan. Fresh to moderate N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow:—
1.—Hongkong and Neighbourhood: E. winds, fresh to moderate, fair.
2.—Formosa Channel: Same as No. 1.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

To-day's Advertisements
FINEST OREGON APPLES
ANOTHER SHIPMENT
JUST ARRIVED.
30 cents = per lb.
H. RUTTONJEE & SON,
5, D'Aguilar Street, HONGKONG,
and at KOWLOON.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD, BREMEN.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.

THE Steamship GUBERN.
Captain J. G. GUBERN, will leave for the above places to-morrow (FRIDAY), the 8th instant, at 1 a.m.
For further particulars, apply to
NORDEUTSCHER LOYD,
MELBOURNE & CO.,
General Agents.
Hongkong, April 7, 1910.

FOR
STRATH, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.
Through Bills of Lading issued for BATAVIA, PERHIAN GULF, COCHIN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE. Captain Owen Jones, carrying His Majesty's Mails, will be despatched from the BOMBAY, on SATURDAY, the 10th April, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Marmora*. 2,505 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.
Bills and Valuations all Cargo for France, and for London (under arrangement) will be transhipped to Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Ostend*, due in London on the 27th May, 1910.
Particulars will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, April 7, 1910.

To-day's Advertisements
FOR SHANGHAI, KOBE AND MOJI.
THE Steamship JAPAN.
Captain J. G. OLFERT, will be despatched for the above ports on TUESDAY, the 12th inst., at Noon.
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.
RETURN TOURS TO JAPAN.
(Occupying 24 days).
Passengers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe, (Inland Sea) Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
For Freight or Passage apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, April 7, 1910.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD, BREMEN.
NOTICE TO CONSIGNEES.
THE Steamship GUBERN.
Having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the warehouse and/or extra hazardous Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th of April will be subject to suit.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th of April, at 9.30 a.m.
All claims must reach us before the 18th of April, 1910, or they will not be received.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
This Steamer brings Cargo:
Ex s.s. *Aden*, from Rio de Janeiro.
Ex s.s. *Aden*, from Saigon.
Ex s.s. *Cabot* from Venice.
Ex s.s. *Hercules* from Zanzibar.
NORDEUTSCHER LOYD,
MELBOURNE & CO.,
General Agents.
Hongkong, April 7, 1910.

EXCHANGE.
Hongkong, April 7, 1910.
On London 1/3 1/2
On demand 1/3 1/2
On 30 days sight 1/3 1/2
On 60 days sight 1/3 1/2
On 90 days sight 1/3 1/2
On 120 days sight 1/3 1/2
On 150 days sight 1/3 1/2
On 180 days sight 1/3 1/2
On 210 days sight 1/3 1/2
On 240 days sight 1/3 1/2
On 270 days sight 1/3 1/2
On 300 days sight 1/3 1/2
On 330 days sight 1/3 1/2
On 360 days sight 1/3 1/2
On 390 days sight 1/3 1/2
On 420 days sight 1/3 1/2
On 450 days sight 1/3 1/2
On 480 days sight 1/3 1/2
On 510 days sight 1/3 1/2
On 540 days sight 1/3 1/2
On 570 days sight 1/3 1/2
On 600 days sight 1/3 1/2
On 630 days sight 1/3 1/2
On 660 days sight 1/3 1/2
On 690 days sight 1/3 1/2
On 720 days sight 1/3 1/2
On 750 days sight 1/3 1/2
On 780 days sight 1/3 1/2
On 810 days sight 1/3 1/2
On 840 days sight 1/3 1/2
On 870 days sight 1/3 1/2
On 900 days sight 1/3 1/2
On 930 days sight 1/3 1/2
On 960 days sight 1/3 1/2
On 990 days sight 1/3 1/2
On 1020 days sight 1/3 1/2
On 1050 days sight 1/3 1/2
On 1080 days sight 1/3 1/2
On 1110 days sight 1/3 1/2
On 1140 days sight 1/3 1/2
On 1170 days sight 1/3 1/2
On 1200 days sight 1/3 1/2
On 1230 days sight 1/3 1/2
On 1260 days sight 1/3 1/2
On 1290 days sight 1/3 1/2
On 1320 days sight 1/3 1/2
On 1350 days sight 1/3 1/2
On 1380 days sight 1/3 1/2
On 1410 days sight 1/3 1/2
On 1440 days sight 1/3 1/2
On 1470 days sight 1/3 1/2
On 1500 days sight 1/3 1/2
On 1530 days sight 1/3 1/2
On 1560 days sight 1/3 1/2
On 1590 days sight 1/3 1/2
On 1620 days sight 1/3 1/2
On 1650 days sight 1/3 1/2
On 1680 days sight 1/3 1/2
On 1710 days sight 1/3 1/2
On 1740 days sight 1/3 1/2
On 1770 days sight 1/3 1/2
On 1800 days sight 1/3 1/2
On 1830 days sight 1/3 1/2
On 1860 days sight 1/3 1/2
On 1890 days sight 1/3 1/2
On 1920 days sight 1/3 1/2
On 1950 days sight 1/3 1/2
On 1980 days sight 1/3 1/2
On 2010 days sight 1/3 1/2
On 2040 days sight 1/3 1/2
On 2070 days sight 1/3 1/2
On 2100 days sight 1/3 1/2
On 2130 days sight 1/3 1/2
On 2160 days sight 1/3 1/2
On 2190 days sight 1/3 1/2
On 2220 days sight 1/3 1/2
On 2250 days sight 1/3 1/2
On 2280 days sight 1/3 1/2
On 2310 days sight 1/3 1/2
On 2340 days sight 1/3 1/2
On 2370 days sight 1/3 1/2
On 2400 days sight 1/3 1/2
On 2430 days sight 1/3 1/2
On 2460 days sight 1/3 1/2
On 2490 days sight 1/3 1/2
On 2520 days sight 1/3 1/2
On 2550 days sight 1/3 1/2
On 2580 days sight 1/3 1/2
On 2610 days sight 1/3 1/2
On 2640 days sight 1/3 1/2
On 2670 days sight 1/3 1/2
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